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*Les Associations Agricoles en Belgique.* By MAX TURMANN, Professor of Law in the University of Freiburg. (Paris: J. Gabalda & Company. 1909. Pp. ix, 468. 3.50 fr.).

This is a second edition which has been revised, enlarged and brought down to the close of 1907.

Part I describes the origin and rapid development of agricultural coöperative and other associations in Belgium from 1890 to 1900, and discusses in detail the causes which gave rise to their formation and development, namely, the scientific and industrial progress in agriculture, the action of the government, socialism, and the Catholic societies.

In Part II the author gives a brief summary of the legislation regarding agricultural associations, and describes the principal types, reviewing in detail the various official associations (that is, those whose existence and activities depend more or less on state regulation), as well as those of a strictly coöperative nature. Among the latter are discussed the agricultural unions, societies for the coöperative purchase of farm supplies and sale of farm products, coöperative producing societies particularly the creameries, the Raiffeisen banks for mutual credit, and all kinds of mutual insurance societies.

The new part of the book is contained in an appendix which gives an account of the present status of agricultural coöperation in Belgium with official statistical data of the various types of societies for the year 1907. Two new kinds of agricultural organizations which sprang up in Belgium during the past few years are described. They are the "Cercles de fermières," patterned after the American societies of farmers' wives, for the discussion of affairs relating to domestic farm life, and the "Semaines sociales agricoles," which are practically traveling summer schools of agriculture for the instruction of farmers and farm laborers in some of the more technical branches of the industry.

To the American reader the most interesting feature of this book is the discussion of the causes which led to the organization and rapid development of these societies in Belgium. Chief among these causes were the Catholic societies organized by the parish priests to bring their scattered rural congregation into closer relations, and the socialist societies for political propaganda. These

became centers for the spread of ideas concerning the economic and social advantages of coöperation. While a gap exists, therefore, in the history of the agricultural associations from 1900 to 1907, as shown above, which is a serious defect from the standpoint of comparative statistics, the book is of considerable value in that it interestingly describes the social and political forces that pushed Belgium to the forefront among European nations so far as agricultural coöperation is concerned.

The book contains a name index and an extensive bibliography relating to the agrarian problem in Belgium, but lacks a general index. There is, however, a list of chapter titles containing summaries of the contents of each chapter, which will furnish one with a clear idea of the subject-matter of the volume.

JAMES B. MORMAN.

Washington, D. C.

*Railroad Transportation in Texas.* BY CHARLES S. POTTS. Bulletin of the University of Texas, No. 119, Humanistic Series, No. 7. (Austin, Texas: 1909. Pp. 214.)

This monograph by the professor of law and government in the University of Texas is a painstaking and readable account of the history and present condition of transportation and its problems in the State of Texas. This commonwealth has attracted widespread attention by the radical character of its regulation policy, and acute differences of opinion have arisen among students of the problem over the wisdom of the policy pursued. We are therefore greatly indebted to the author for his scholarly and dispassionate handling of a difficult subject.

The historical portion begins with water communication before the appearance of railways, traces the growth of the railway net and the larger individual systems, with illustrative maps, sketches the period of inflation and stock-jobbing, and follows the development of state control from general regulation by legislative act in the fifties, to the creation of the railroad commission and the passage of other regulative measures in the nineties.

Of most interest to the general reader are the author's comments upon the work of the Commission, and upon the attempts of the